



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P.O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

*extended concurrence to
Aug 2016 via
June 25, letter
2014*

Planning and Policy Division
Environmental Branch

MAY 20 2014

Mr. Mark Reiss
Division of Environmental Planning and Protection
U.S. Environmental Protection Agency, Region II
25th Floor, 290 Broadway
New York, New York 10007-1866

Dear Mr. Reiss:

The purpose of this letter is to provide the status of the San Juan Harbor Federal Navigation Operations and Maintenance (O&M) Project and to request a three year extension of the Section 103 concurrence for this project.

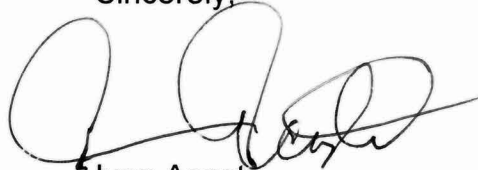
The San Juan Harbor project area was last dredged in December 2011. The estimated date of the next O&M dredging cycle is the Fall of 2016. The U.S. Army Corps of Engineers (Corps) has awarded a Marine Protection, Research and Sanctuaries Act (MPRSA) Section 103 testing contract. The contractor will collect samples in San Juan Harbor in the Spring of 2015. The current Section 103 concurrence expires August 8, 2014. In the interim, Corps needs the concurrence to be extended so that the harbor can be dredged in the event of an emergency situation, such as a hurricane, that could potentially shoal in the entrance of the harbor.

The site conditions have not significantly changed since the last 103 sediment testing. The following sources were consulted for information on spills of hazardous materials in the project area: the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database, the Toxic Release Inventory System (TRIS), and the National Response Center (NRC). The available data obtained from the CERCLIS, TRIS, and NRC indicated that no major spills of hazardous substances have occurred in the area of the San Juan Harbor project since the last dredging event.

Corps has determined that the dredged material from San Juan Harbor Federal Navigation Project has not significantly changed and continues to be suitable for ocean disposal in accordance with MPRSA in the San Juan Ocean Dredged Material Disposal Site (ODMDS).

Please review our documentation and provide a three year extension to the Section 103 concurrence for the ocean disposal of dredged material from the San Juan Harbor Federal Navigation Project, into the San Juan ODMDs. If you need additional information please contact Ms. Rebecca Lee-Duffell at 904-232-2585 or by e-mail at Rebecca.L.Lee-Duffell@usace.army.mil.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ivan Acosta', written over a horizontal line.

Ivan Acosta
Chief, Special Projects Section

Enclosure

San Juan Harbor Federal Navigation Project

Hazardous Substances Spills Documentation 2014

- I. Description of the Site:** The San Juan harbor is a large natural bay almost completely surrounded by land. Entrance to the harbor is between the Isla De Cabras and Punta del Morro. The area surrounding the harbor is relatively low and level with a series of hills and ridges that surround the area. Several rivers, channels, and ditches receive runoff from the surrounding land and drain into the San Juan Harbor. With the exception of the channel system and anchorages, most of the San Juan harbor is shallow, averaging about 10 feet deep. The harbor is surrounded by urban and industrial development. There is a large marshalling area for containerized freight and auto shipping, warehouses and petroleum distribution facilities in the South part of the harbor. Southeast of the marshalling area is a landfill. Immediately south of the landfill the Puerto Nuevo River curves north and discharges into the harbor at the east end of the Puerto Nuevo Channel.
- II. Pollution Sources:** San Juan Harbor is a major cruise ship main port, and the port area is heavily urbanized. Industrial facilities within the port area include an electrical power generating facility, fuel storage and distribution facilities, marinas, commercial shipping, cement manufacturing, salt storage and distribution, vehicle and marine repair facilities, and warehousing. Storage of hazardous and toxic materials is primarily confined to petroleum products including #6 and #2 fuel oil, diesel fuel, gasoline, lubricants and liquid propane gas (LPG). All of the major storage facilities have confinement areas sufficient to contain any spills. San Juan Harbor is hydraulically connected to other upstream water bodies.
- III. Potential Contamination Since Last Concurrence:** The following sources were consulted for information on spills of hazardous materials in San Juan Harbor: the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database (in the process of being changed to the Superfund Enterprise Management System), the Toxic Release Inventory System (TRIS), and the National Response Center Database (NRC). The available data obtained from the CERCLIS, and TRIS indicated that no spills of hazardous material have occurred in San Juan Harbor since the last dredging event. From the NRC, there have been several small spills of petroleum in or near San Juan Harbor. These incidents involved loss of product for different reasons such as transport accident, equipment failure, vessel sinking, and other minor accidents. The collected data indicate that all of the spills were cleaned up rapidly and we conclude that these spills should not adversely impact the sediments of harbor.

- IV. **Need for San Juan Harbor Dredging:** The San Juan Harbor project area was last dredged in December 2011. The estimated date of the next O&M dredging cycle is the Fall of 2016. The U.S. Army Corps of Engineers (USACE) has awarded a Marine Protection, Research and Sanctuaries Act (MPRSA) Section 103 testing contract. The contractor will collect samples in San Juan Harbor in the Spring of 2015. The current Section 103 concurrence expires August 8, 2014. In the interim, USACE needs the concurrence to be extended so that the harbor can be dredged in the event of an emergency situation, such as a hurricane, that could potentially shoal in the entrance of the harbor.
- V. **Determination and Findings:** The potential dredged material from San Juan Harbor continues to be suitable for ocean disposal. This conclusion is based on the following: No significant spills of hazardous materials that could contaminate the dredged material have occurred since the material was dredged in 2011. No industrial facilities with a potential for release of hazardous materials have been constructed or expanded in the harbor area since the last evaluation.
- VI. **Need for Ocean Disposal.** Upland disposal options in the vicinity of San Juan Harbor are very limited for disposal of maintenance dredged material. The limited upland disposal space that is available should be reserved for sediments that are not suitable for ocean disposal. For the project to be economically feasible, the majority of the dredged material must go to the San Juan ODMDS.

Table 1. National Response Center Incidents in San Juan Harbor

Date dd/mm/yyyy	Location Description	Volume of spill in gallons	Spill Description
06/02/2012	Puerto Nuevo, Tributary of SJ Harbor	18	Oil: Hydraulic
25/07/2012	San Juan Harbor, Small aircraft crash	Unknown	Oil: Unknown
09/04/2013	San Juan Harbor Pier 9, Vessel sinking	Unknown	Oil, Misc: Motor

Figure 1. San Juan Harbor Area

